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BIG U.S.-CANADIAN AIR RACE MONDAY
Linking of Two Countries by Sky Routes Opens Wide Field.
The linking by air of Canada and America has aroused a wonderful amount of interest not only among those connected with and interested in flying and all lovers of sports in both countries but on the part of thousands who sense the great commercial future in aviation.
In the Hotel Commodore International airship races between New York and Montreal which start simultaneously on Monday next from both cities, enthusiasm has been stimulated among the flyers by rivalry as well as by the hope of the great prize which the winner will all have for the success of the ships of the sky.
The races of both this country and America have reached a stage as well as the best results in airship races in France have entered the race to a man, and machines of every description of French, English, Italian and American make will take part in the struggle in the sky.
But the race is not going to be altogether with the swift, except under certain conditions. The test is one of endurance, and the slowest going carriage of the air may—yes, doubtless will—be among the winners. The test is one of worthiness and utility as well as of speed. For this reason the eyes of the commercial world of both countries will be upon the contest.
Mails will be carried in the skyships, and these will have for their destinations the cities along the route where ground stops will be made. Airplanes leaving New York will carry letters of congratulation from Mayor Hylan to the Mayor of Albany, Syracuse, Buffalo and Toronto. Letters from the Mayor of the other American cities will be picked up and carried to the Mayor of the Canadian city also. The Canadian flyers will carry similar messages on their flight.
There will be in addition an interchange of correspondence among the commercial bodies of all cities where ground stops are made along the aerial route. Further than this, the Postmaster-General of Canada has caused to be issued 10,000 stamps of special design for the aerial transportation; and from this side also mail will be accepted and carried.
It is in this matter of air mail that the business men of Canada and America, particularly New York, view the growth of commercial as well as of friendly relations between the two countries. The rapid and certain delivery of mail will expedite business among merchants. The quick delivery of a check or an order presents an advantage which is at once obvious.
George White, formerly a member of the Canadian Food Board and one of the most prominent men in Ontario in hotel industry, says that the Canadian flyer will not only carry mail but will be transported from hotel to hotel in different cities by airplane.
Mr. Wright believes that this will be done for the reason that so many chains of hotels are being established throughout Canada and the United States, and that air transportation from one to another will be only one more of the conveniences which are being continually added to the operation of the modern caravansary.
The Hotel Commodore International airship race is being held under the auspices of the American Flying Club and of prominent men of Canada interested in aviation. Laurence Driggs, president of the American Flying Club, says that it will mark an era in flying in both countries.

PROVINCIAL HIGHWAY SYSTEM OF ONTARIO DEVELOPS THROUGH MUNICIPALITIES
Provincial Government Takes a Hand and Initial Steps for Improvements Are Being Taken—Shortage of Labor a Present Handicap in Comprehensive Scheme.

By W. A. McLEAN, M. E. I. C., Deputy Minister of Public Highways of Ontario.
Written Especially for the Canadian Section of THE SUN.

The story of the highways of Ontario is very similar in main features to that of the New England States. A period of pioneer effort a century or more ago was followed by a period of toll road construction; then came the era of railroad building, during which common roads were neglected and toll roads became unprofitable. A period of neglect followed, during which the roads were in a state of disrepair. A description of the present road situation in Ontario should be prefaced by the explanation that the scheme is largely based upon an excellent system of municipal organization, consisting of town (municipal) councils and county councils, composed of the heads of all provincial branches of the third order within the county. The ability to carry on good local self government is notably a quality of the Anglo-Saxon race, and it is to be suggested that roads were in a state of disrepair in 1911, this is to be qualified by the fact that a good system of municipal government had been built up, was doing much with roads in a local sense and was ready for greater responsibilities.

The highway act of 1911 was one of provincial (or state) aid, and authorized the Provincial Highway Board to expend money by a county council on any road designated for improvement. This act has been made the basis of subsequent legislation and has developed into permanent and constructive work. There are two classes of county roads, to the more important of which the province now pays 40 per cent of the expenditure, and to secondary roads the province contributes 40 per cent of county expenditure.

One Comprehensive System. In 1917 a marked step in advance was taken when a provincial act was passed authorizing a system of provincial highways to be wholly under the control of the Provincial Highway Board. The trunk of this system is a highway from east to west across the province from Windsor (opposite Detroit) to the Quebec boundary, near Montreal. The trunk of the system is a highway from east to west across the province from Windsor (opposite Detroit) to the Quebec boundary, near Montreal. The trunk of the system is a highway from east to west across the province from Windsor (opposite Detroit) to the Quebec boundary, near Montreal.

Market Roads Extensive. The Province of Ontario has, in all, 42,000 miles of graded roads, of which 23,000 miles, or 55 per cent, have been surfaced with gravel, concrete, or other material, a record of improvement which affords an excellent basis for further development. These roads are looking forward to its operations with confidence. While recognizing that it would be unwise and futile to expect it to bring about an immediate and complete solution of the problem, it believes that it provides means whereby relief can be obtained from excessive costs, and that much good of a national character will result from its work.

Canada's Earliest Post Office in Halifax. The first post office in Canada was established in Halifax, N. S., in 1755, antedating Quebec by eight years. This early communication between Halifax and Boston and New York was the result of an agreement between the colonies of New England, in which Gov. Lawrence of Nova Scotia joined. The object was to bind more closely the colonies and the motherland.

Alberta GREETED AMERICANS. Many Manufacturers Attend Industrial Congress. Special Despatch to the Canadian Section of THE SUN. CALGARY, Alta., Aug. 18.—The Alberta Industrial Congress, in session all last week and already noted at length in THE SUN, was significant for the attendance of more American manufacturers than Canadian; and T. M. Tweedie, member of Parliament for Fraser Valley, stated at the final banquet that Eastern Canada deserved to lose trade and opportunities in Western Canada. He charged that the Government was neglecting the interests of the province, and that the knowledge of Western Canada was being lost to the world.

AMES ACCEPTS POST. Will Become Field Director in League of Nations. Sir Herbert Ames has agreed to accept the position of field director of the secretariat of the League of Nations, the covenant of which is embodied in the peace treaty. The duties are such as only a capable man of active mentality and foresight can effectively discharge. They include the care of the financial affairs of the league, including the preparation of the estimates and the collection and expenditure of the money appropriated for its services.

Alberta CONDITIONS IMPROVE STEADILY. Labor Agitators Run Out of the Country. Special Despatch to the Canadian Section of THE SUN. CALGARY, Alta., Aug. 18.—Industrially, agriculturally and financially, the last three weeks have developed definite changes for the better in respect to Alberta. "One Big Union" which threatened to bring about a general strike in the province and in Eastern British Columbia, has been practically stifled, principally on the initiative of the Western Canadian Federation. There were a score of local miners' strikes, ex-soldiers simply ran O. B. U. leaders out of town and warned them not to come back. Without agitators the "Red" Government did not have a chance. The miners there reported last week, shipping a daily average of 1,000 tons. Fernie, B. C., another big mining town, has also reported O. B. U. and other Crow's Nest Pass mine centres are expected to do the same.

PROVINCE OF QUEBEC AND ITS MUNICIPALITIES
A synopsis of what the Province of Quebec has done to promote sound Municipal Finance
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CANADIAN FINANCIAL NOTES
The New York SUN is doing very fine work for the improvement of the business relations between Canada and the United States. It prints a large amount of well edited Canadian news every Tuesday and on Thursdays it publishes a special section of full pages of reading matter on the progress and prospects of many branches of Canadian business. Many portions of this section are devoted to carrying out a much more friendly feeling among the American public, and especially among American investors, than is usually the case. This section is a most valuable and useful addition to the financial support for the period of expansion on which we are now embarked. (Montreal Times, Monday, August 18.)

Keen demand is reported in lumber circles of Vancouver, B. C., from the United States and Australia for British Columbia products. The 70,000,000 foot order for the British Government is being filled slowly, but it is expected to carry over 100,000,000 feet of this order. The impossibility of obtaining present shipping facilities in the United States for legitimate export of lumber is a serious handicap to the export of domestic and Atlantic coast orders.

On his arrival in Vancouver recently, Sir Frederick Williams-Taylor, general manager of the Canadian Pacific, announced that although it would not be done at once the bank would not hand out any more money to the bank. The growing business of the bank since the announcement made was that while capital would, in his opinion, be available in the United States for legitimate export, the London market for loans to the bank would be open again for many months to come.

The Manitoba Good Roads Board has issued a report authorizing the expenditure of \$25,000 on the construction of the province. This construction will be the first of a series of roads to be built under the Manitoba Good Roads Act, and thirty-five per cent of the cost will be paid by the provincial government.

The outstanding feature of the annual meeting of the Banque Provinciale du Canada held in Montreal last week was its cooperative marketing of farm products. The directors to increase the capital stock from \$1,000,000 to \$2,000,000, the present amount, and to issue new shares to the amount of \$1,000,000 in time to come.

The Bank of Nova Scotia has decided to open its first branch in England, to be located in the heart of London, in the Strand, near the Bank of England. The bank has been operating in Canada since 1854, and has a long and successful record.

The Canadian Manufacturers Association and the Federation of British Industries have issued a joint statement in which they have expressed their opposition to the promotion of trade between Great Britain and Canada. They have stated that the promotion of trade between the two countries would be to the detriment of the Canadian manufacturers.

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